

Established February. 1845.

PRICE, \$24 PER ANNUM

Shipping

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL
 The Co.'s Steamship
Amnor,
 Capt. J. T. BRACE,
 is despatched on or about
 the 12th July.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
 Hongkong, June 30, 1890.

ANGHAI, YOKO


HONGKONG.


The Steamship "Thornhill,"
WALKER, Commandant,
expected here on or about
the 30th Instant, will have immediate
dispatch for the above Ports.

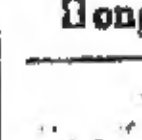
For Freight or Passage, apply to
ARNHOLD, KARBERG & CO
Hongkong, June 24, 1880.

Shipping Agents

The A 1 British

FOR SAN FRANCISCO.
The A 1 British Ship
 "Clarmum,"
Captain BRADLE, will load
for the above Port, and
have quick despatch.
For Freight, apply to
VOGEL & CO.
Hongkong, June 19, 1880.

FOR NEW YORK.
The A 1 German Bark
 "G. F. Munst,"
SRENZEL, Master, will
here for the above Port,
will have quick despatch.
For Freight, apply to
VOGEL & CO.
Hongkong, June 19, 1880.

FOR SAN FRANCISCO.
The A 1 British Ship
 "Pizarro,"
JACKSON, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
RUSSELL & CO.

FOR SAN FRAN

FOR SAN FRANCISCO.
The A 1 American Ship
"McNair."
TAYLOR, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
VOGEL &
Hongkong, May 31, 1880.

FOR LONDON.
The A 1 British Ship
"Ogdensale,"
HARTFIELD, Master, will
load for the above Port,
and have quick despatch.
For Freight, apply to
VOGEL &
Hongkong, May 19, 1880.

FOR NEW YORK.
The A 1 American Ship
"Fm. H. Harvey,"
MARBO, Master, will load
for the above Port, and
have quick despatch.

MARCO, Master
for the above

For Freight, apply to
RUSSELL &
Hongkong, April 24, 1880.

FOR NEW YORK.
The 4 1 American Ship
"Tough" 2
W. C. WALKER, Master
will load here for the above
and have quick despatch.

For Freight, apply to
VOGEL &
Hongkong, April 21, 1880.

FOR NEW YORK.
The 4 1 American Ship
"Cassander" 2
B. M. Mather, will load
for the above Port, &
have quick despatch.

For Freight, apply to
VOGEL &
Hongkong, April 8, 1880.

Notices to Consignees

E. S. S. Gleniffer, H.

FROM LONDON AND SINGAPORE

THE S. S. Gleniffer, Having arrived from the above Ports, Consignees are hereby informed that their Cargoes will, with the exception of Opium and Tin, be landed at their risk into the Godowns of the "Indragone" wharves and the Wharves or Boats delivery obtained.

Optional Cargo will be forwarded on notice to the contrary be given 2 p.m. TO-DAY.

Cargo remaining undelivered at last July will be subject to sale.

No fire Insurance can be effected.

Bills of Lading will be countersigned.

JARDINE, MATHESON
Hankow, June 26, 1890.

the above Ports, C

SINGAPORE.

THE Steamship *Suez* having arrived from the above Ports, Consignees are hereby requested to send the bills of Lading to the Undersigned for signature and to take immediate delivery of their Goods.

Cargo impeding the discharge once landed and stored at Consignee's expense.

JARDINE, MATHESON & CO.
Hongkong, July 1, 1880.

For Sale.

MacEwen, Frickel & Co.
HAVE JUST RECEIVED BY
"AMERICAN MAIL."

Codfish BALLS.

Fig's Head CHEESE.

Devilled HAM.

Compressed HAM.

CAVIARE.

California Golden SYRUP.

Merritt's CIDER.

Whittaker's HAMS.

COMB HONEY in Frame and Bottle.

Very Fine Eastern CREAM CHEESE.

Pickled OX-TONGUES.

Pickled PIG PORK.

Bonglass CODESH.

Salmon BELLIES.

MACKEREL.

Green TURTLE, 1lb. and 2lb. Tins.

Borden's Condensed MILK (very fresh).

California BISCUITS in Cask and Tin.

Ginger CAKES.

Milk BISCUITS.

Soda BISCUITS.

Water BISCUITS.

Alphabet BISCUITS.

Oyster BISCUITS.

CORNMEAL.

RYE MEAL.

HOMINY, Small and Large.

Cracked WHEAT.

OATMEAL.

SHELLBACK.

PECAN, and

BARCELONA NUTS.

Canned Table Fruits.

Barlett PEARS.

PEACHES.

GREENGAGES.

APRICOTS.

QUINCES.

etc., etc.

Late Arrivals.

ROYAL BRISTOL GINGER ALE,

in Flat Bottles.

CROSBY & BLACKWELL'S

HOUSEHOLD STORES.

JOHN MOSE & Sons'

CELEBRATED PRESERVES.

CHUBB'S PADLOCKS,

TILL LOCKS,

BOX LOCKS,

CUPBOARD LOCKS,

etc., etc.

American PADLOCKS, and

Builder's LOCKS.

JOSEPH RODGERS & Sons' Table

CUTLERY.

Combination Champagne KNIVES,

Pocket KNIVES,

BUSSON'S,

RAZORS,

etc., etc.

BUSHER'S PATENT PNEUMATIC GUN.

ALUMINIUM Gold PEN and PENCIL

CASES.

Billiard CHALK and OUR TIPS.

WELLS' KNIFE POLISH.

PLATE POWDER.

Metallic TAPE LINES.

A Large Assortment of

FACTORY AND OFFICE

STATIONERY.

Superfine Note PAPER, from 50 Cents per

Box, of 5 Quires.

ENVELOPES, from 20 Cents per Hundred.

FOOLSCAP.

Letter PAPER.

Blank PAPER.

Blank BOOKS.

COPYING BOOKS.

ON PAPER.

Drying PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Blank PAPER.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000

PERMANENT RESERVE.....Tls. 230,000

SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL AND ACCUMULATIONS, 8th April, 1880.....Tls. 913,268

Directors:

P. B. FORBES, Esq., Chairman.

W. M. BOYD, Esq., Wm. MEYER, Esq., J. H. FINCH, Esq., F. D. HUGHES, Esq., etc.

HEAD OFFICE—SHANGHAI.

Members: RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs. BARRING BROTHERS & Co., Bankers.

MICHAEL BLACKWELL, Esq., Agent, 8, St. Michael's Alley, Cornhill, E.C.

Policies granted on Marine Risks to all parts of the World.

Subject to a charge of 12 1/2% for Interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premiums paid by them.

RUSSELL & Co., Agents, Hongkong, May 11, 1880. 10080

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company, Hongkong, October 27, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co., Hongkong, October 15, 1868.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels, or on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first-class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 25, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents, Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise to the same, at the usual Rates, subject to a discount of 20% per cent.

GILMAN & Co., Agents, Hongkong, July 8, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

A GENIUS at all the Treaty Ports of China and Japan, and at Singapore, Swatow, and Amoy.

Grants and Policies of Insurance granted at the rates of Premiums current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRY, Secretary, Hongkong, November 1, 1871.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STREAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT

SAD, NAPLES, AND

MARSEILLES.

ALSO,

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

ON MONDAY, the 5th day of July, 1880, at Noon, the Company's S. S. YANETSE, Commandant CHAMPELON, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 4th of July, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPELON, Agent, Hongkong, June 22, 1880. 175

THE S. S. SUMIDA MARU, Captain

HOSHINO, due here on or about the 5th July, will be despatched as above on SATURDAY, the 10th July, at Daylight.

Cargo received on board and Parcels at the Office up to 6 p.m. of 5th July.

No Bill of Lading signed until 2 p.m.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$60. Steerage \$15.

"YOKOHAMA.....Do. \$75. Do. 20.

A REDUCTION is made on RETURN CASH PASSENGERS.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICE, No. 504, QUEEN'S ROAD CENTRAL.

Hongkong, June 26, 1880. 1710

STEAM FOR

SINGAPORE, PENANG, POINT DE

GALLE, ADEN, SUEZ, MALTA,

BRINDISI, ANCONA, VENICE, MED-

TERRANEO PORTS, SOUTH-

AMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Captain R. G. STICK, will leave this on MONDAY, the 12th July, at 6 p.m.

For further Particulars, apply to A. MOLVER, Superintendent.

Hongkong, June 22, 1880. 1712

DYNAMITE, FUSES, DETONATORS, &c.

FROM NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW, can be had in any Quantity on application to

THE BORNEO CO., Ltd., Agents, Hongkong, March 8, 1880. 8001

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

McNAB, American ship, Captain W. Taylor.—P. & O. S. N. Co.

El CAJON, American ship, Capt. W. P. Lincoln.—P. & O. S. N. Co.

William Rixson, British barque, Capt. Brown.—Melchers & Co.

Clarendon, British ship, Capt. Beadle.—Wielers & Co.

Orizaba, British barque, Capt. Davies.—Rozario & Co.

Herman, Swedish barque, Captain F. Longren.—Edvard Schellhous & Co.

Orestes, American ship, Captain Beane.—Vogel & Co.

Fortune, Norwegian, B. ship, Capt. A. Molvren.—Arnold, Karberg & Co.

J. A. Thompson, American ship, Captain Charles J. Rogers.—Messageries Maritimes.

Astor, German ship, Captain, Capt. E. Schade.—Edvard Schellhous & Co.

Granville, American ship, Captain A. H. Dunbar.—P. & O. S. N. Co.

General Patton, American barque, Capt. David Kelly.—Melchers & Co.

W. H. O'Brien, American ship, Captain B. J. Pennington.—P. & O. S. N. Co.

Cyrenian, British ship, Capt. J. K. Hatfield.—Vogel & Co.

Don. Dorey, American barque, Capt. E. Crockett.—Edvard Schellhous & Co.

Astoria, American ship, Captain Taylor.—P. & O. S. N. Co.

To-day's Advertisements.

FOR HOIHOW, PAKHOI AND HAIPHONG.

The Steamship "Yanetse," Captain CORTEZ, will be despatched for the above Ports TO-MORROW, the 3rd Instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co. Hongkong, July 2, 1880. 178

FOR SHANGHAI.

The Steamship "Yanetse," Capt. SCHULZE, will be despatched for the above Port on SUNDAY, the 4th Inst., at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, July 2, 1880. 174

FOR LONDON VIA SUEZ CANAL.

(Taking Cargo at through rates for NEW YORK AND HAMBURG.)

The Steamship "Glenelg," Capt. E. G. HOSKIN, will be despatched as above on or about the 15th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, July 2, 1880.

FOR NEW YORK.

The A. 1 American Ship "Raphael," SHERMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, July 2, 1880.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of the SHAREHOLDERS in the Company will be held at the Hongkong Hotel, on THURSDAY, the 29th July, 1880, at 4 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, July 2, 1880. 1710

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 10th to the 29th Instant, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* in China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasional illustrations with photographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance. The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Languages and Customs, Natural History, Botany, &c., of China, Japan, Siam, India, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, English, French, German, Spanish, Italian or Portuguese, are admissible. Endeavour to be made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (most references being given, when furnished, to previous *Notes* or *Queries*), as are also those queries which though asking for information, furnish an answer in hand. It is desirable to make the *Queries* proper as brief and as much to the point as possible.

The *China Review* for July and August, 1879, is at hand. It says that forty-two essays were sent in to compete for the best of the development of a State. All our latest societies should subscribe to this scholarly and entertaining Review. It is a sixty-page, bi-monthly, repository of what scholars are recording about the Far East, the history of the Chinese, in this volume is alone worth the price of the Review. Address: *China Review*, Hongkong.—*North Christian Advocate* (U.S.).

Trimmer's *Oriental Record* contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries* on China and Japan, the extinction of which would be a year or two ago has been much regretted. The Review, as well as to China. The publication, judged by the number now before us, is intended to occupy a position, as regards China and the neighboring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now exceedingly rare, and who are severely represented in their number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, the excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poetess of the eleventh century, Su Tung-p'o, by Mr. E. O. Rees, is not only historically valuable, but is also distinguished by its literary grace. Extensive notices of new books relating to China and the East, which will be a useful feature of the *Review*, it carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to ensure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINA MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars* *Thirty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantee and securities necessary to place it on a business and legal footing.

The projections, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-discriminative in tone—in almost limitless—it is on the one hand commands Chinese, belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. and II. A to M, with Introduction. Royal 8vo, pp. 406.—By KENNETH JOHN RITCHIE, Phil. Edinburgh.

Price: Five Dollars, or Two Dollars and a Half per Part.

To be had from Messrs LAY, CHURCH & CO., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (3,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong Club, General Club, Supreme Court, &c., within a stone's throw.

Launceston Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barmacks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Hotels.

Stag Hotel, good accommodation for visitors at moderate rates, 110, Queen's Road Central.—J. COOK, Proprietor.

Stores, Books, &c.

Publishers of the Largest Collection of Views in the Empire, and *genre* illustrations of the Chinese.—AFON'S PHOTOGRAPHIC STUDIO, 8, Queen's Road.

General Outfitter, Hosier, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.

Travelling Requisites of all kinds, Books, &c.—LAWSON, CRAWFORD & CO., American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKELL & CO.

American Newspapers and cheap Reports, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.

Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordan's Penicill-cases, &c.—JOHN NOBLE, agent for Negretti & Zambra.

Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—WM. SCHMIDT & CO., Gun-makers, Eastern House of Deaconsfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullerway Boats.
Half hour, ... 10 cts. Hour, ... 20 cts.
Three hours, ... 50 cts. Six hours, ... 70 cts.
Day (from 6 to 6), One Dollar.

To VICTORIA PASS.

Single Trip:
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pok-foo-lum).
Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

To VICTORIA GAP (NO LEVEL OF UMBRELLA BRAT).
Single Trip:
Four Coolies, ... \$0.60
Three Coolies, ... 0.50
Two Coolies, ... 0.40

Return (direct or by Pok-foo-lum).
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 1 cent.

Day Trip (Peak), ... \$0.75 each Coolie.
(12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cts.
Half day, ... 25 cts.
Day, ... 50 cts.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 6 or 800 tons, per Day, ... \$8.00
2nd Class Cargo Boat of 6 or 800 tons, per Day, ... 3.00
3rd Class Cargo Boat of 600 tons, per Day, ... 2.50
4th Class Cargo Boat of 600 tons, per Day, ... 2.00
5th Class Cargo Boat of 600 tons, per Day, ... 1.50
6th Class Cargo Boat of 600 tons, per Day, ... 1.00
7th Class Cargo Boat of 600 tons, per Day, ... 0.50

8th Class Cargo Boat of 600 tons, per Day, ... 0.50
9th Class Cargo Boat of 600 tons, per Day, ... 0.50
10th Class Cargo Boat of 600 tons, per Day, ... 0.50

11th Class Cargo Boat of 600 tons, per Day, ... 0.50
12th Class Cargo Boat of 600 tons, per Day, ... 0.50
13th Class Cargo Boat of 600 tons, per Day, ... 0.50

14th Class Cargo Boat of 600 tons, per Day, ... 0.50
15th Class Cargo Boat of 600 tons, per Day, ... 0.50
16th Class Cargo Boat of 600 tons, per Day, ... 0.50

17th Class Cargo Boat of 600 tons, per Day, ... 0.50
18th Class Cargo Boat of 600 tons, per Day, ... 0.50
19th Class Cargo Boat of 600 tons, per Day, ... 0.50

20th Class Cargo Boat of 600 tons, per Day, ... 0.50
21st Class Cargo Boat of 600 tons, per Day, ... 0.50
22nd Class Cargo Boat of 600 tons, per Day, ... 0.50

23rd Class Cargo Boat of 600 tons, per Day, ... 0.50
24th Class Cargo Boat of 600 tons, per Day, ... 0.50
25th Class Cargo Boat of 600 tons, per Day, ... 0.50

Hongkong Rates of Postage.

(Revised June 23, 1890.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half-ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially-written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, N. America, Mexico, Salvador, Chili, Brazil, Peru, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union are the Australasian Group. The chief countries not in the Union are the Australasian Group.

Postage to Union Countries.

General Rates, by any route:
Letters, 10 cents per 1/2 oz.
Post Cards, 5 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 2 cents per 2 oz.

Consul Papers.
There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom—
Letters, 10
Registration, None.
Newspapers, 5
Books & Patterns, 5

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, V.
Letters, 30
Registration, None.
Newspapers, 5
Books & Patterns, 10

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery. 1 There is registration to British W. India Islands, 10 cents. To the Bahamas and Hayti, the San Francisco route is available.

2 Registration via San Francisco, 10 cents. 3 Cannot be sent via San Francisco.

LOCAL POSTAGE.

Between Hongkong, Canton, and Macao in either direction, any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Between any other two of the following:
Hongkong, Canton, Macao, (China and the Empire) (China and the Empire) (China and the Empire)

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Peking, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 11 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, containing no letters, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed, or protected, or liable to be crushed (as bandboxes, &c.), Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Iodine, Iodine, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the public, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to render other correspondence, or anything that is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

5. Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probable about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that is of general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make this sample of no value.

3. The limit of weight allowed are as follows:—
Books and Papers—to British Offices, 6 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Offices, &c., with- out intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but, however, it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Post administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dilatory or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

6. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

7. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

8. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

9. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

10. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

11. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

12. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

13. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

14. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

15. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

16. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

17. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

18. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

19. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

20. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

21. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

22. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

23. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

24. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

25. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

26. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

27. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

28. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

29. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

30. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

31. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.